

Burnt Hill Recreational Trail Plan

DRAFT: Development in progress

10/04/05

Appendix A: Preferences Inventory and Maps

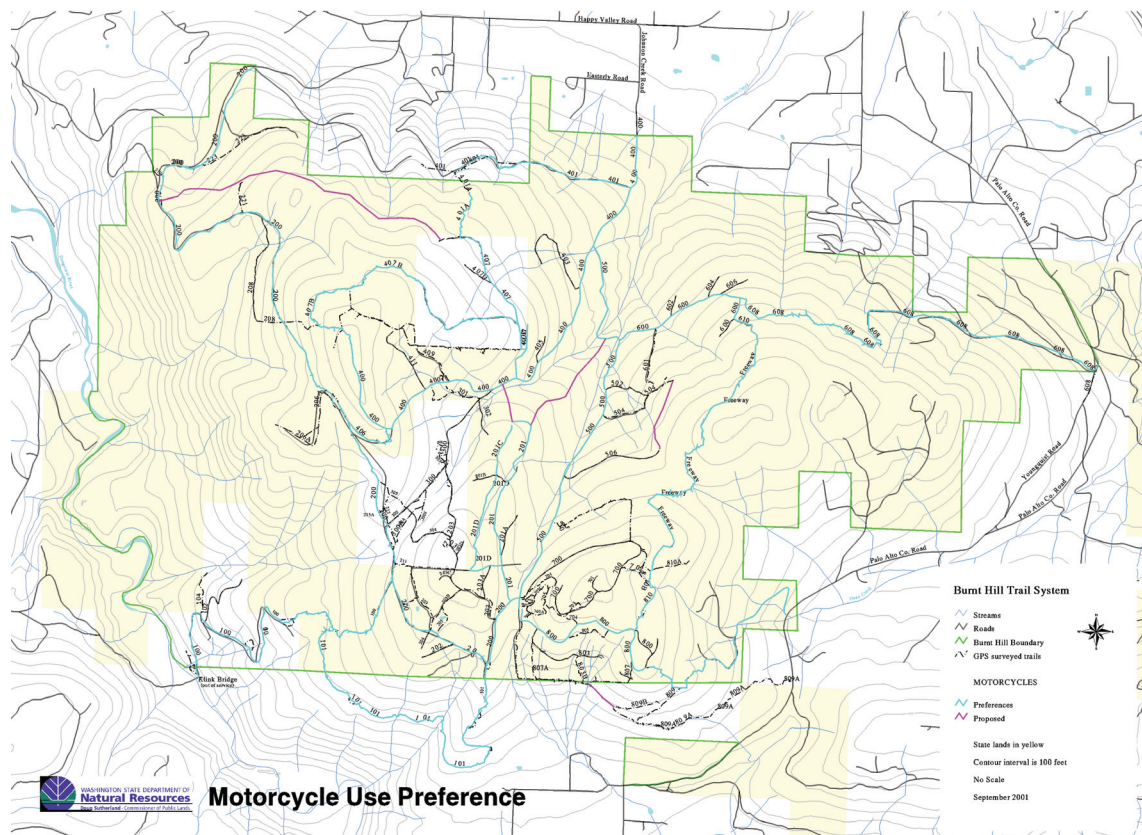
Each group was asked to review the trails inventory to identify which trails they were using at the time, and which trails were their highest preference.

Maps showing each group's trail preferences are included. Trail inventory data and preferences inventory data are shown for trails on all ownership within the Burnt Hill block. However, DNR's plan will apply only to DNR-managed lands. Further, the designated trails on DNR lands will not lead into other lands. Trail visitors will need to obtain easements from other landowners in order to use trails on their lands.

Some of the trail miles shown on preference maps are currently closed to use to protect meadow areas after reseeding for elk forage, or due to other landowner access closures. The future status of these trails was not determined at the time of the inventory.

Focus group members completed both the trail and the resource inventories before doing the group preferences exercise. This allowed them to use their knowledge about other visitors and environmental sensitivities when stating their preferences.

Motorcycle Use Preference



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Areas open to motorcycle use are more limited than in the past, even as the population and demand increase. M&R has closed their lands and road access to motorized use. The cross-country trail being planned to the south will likely be non-motorized. Motorcyclists would like to use the entire hill, but they recognize the pressures and the environmental concerns of others. They accept the assessment conclusions that motorized use should stay out of the Dungeness River area for environmental reasons, and ¼ mile away from the state trust land boundary line for noise reasons.

Initially, motorcyclists used nearly all 47 miles of roads and trails. In the preference inventory, approximately 25-26 miles of existing trail were identified as high preference. This was in combination with a proposal for 2.82 miles of new trail to create loop connections. The loop connections were proposed to help maximize the rider experience on reduced trail miles.

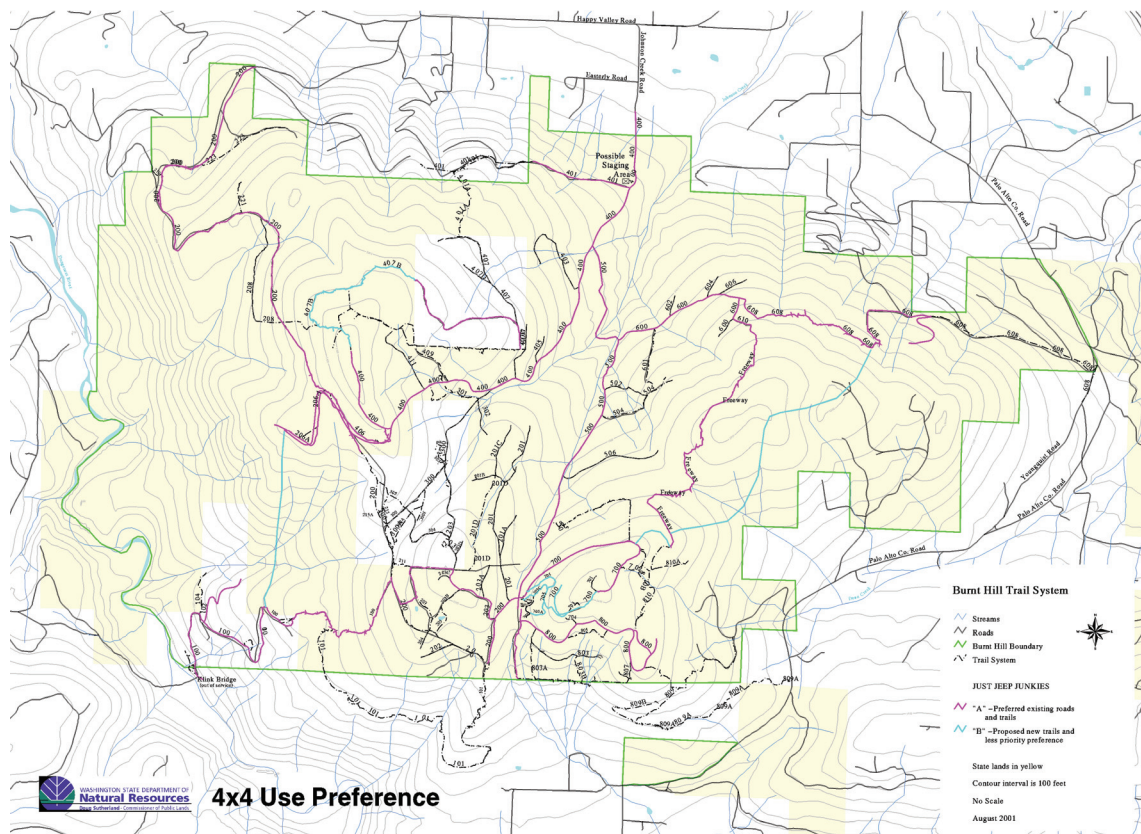
The motorcycle representatives believe the final character of the motorcycle experience will in itself limit the growth of use. Generally, experienced adult riders want long trails that don't backtrack, and the ability to get up some speed. They also like wild, rather than finished, trails. Based on the assessment work and the interaction of use, the motorcycle experience will likely be more limited than that on Burnt Hill. Discussions to date have emphasized a route with two loops connected by a section of road over which one must backtrack, and on bringing the trails up to DNR trail standards. Bringing trails "up to standard" and emphasizing roadbeds and wide trails is appealing to young and old riders, but less appealing to experienced adult riders who want a "wild" ride.

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4x4 Use Preference



Initially 4x4 use on Burnt Hill was unmanaged, similar to motorcycles. The 4x4 use has been occurring on Burnt Hill over at least the last 30 years. At the time planning began, they were using about 44 miles of trail and road on Burnt Hill. The initial preference inventory was to use about 21-22 miles of existing road and trail, and several sections of new trail on the east and west sides of the hill. The initial preference inventory also incorporated moving their use out of Johnson Creek, due to Forest Practices issues around roads in parallel in the watershed. Later, due to elk habitat use on the west side, they also revised their inventory to eliminate the new segments they had wanted considered on the west. Instead, they prefer to focus on the possible creation of a short, slow, technical trail on the east side. This area has stable soils.

Currently, while the public use trail planning is in progress, the 4x4 users have limited their use to less than 1 mile of trail in a small area on the southern side of the hill.

Neighbor Use Preference

The neighbors generally want scenery and salmon protected and they want relative peace and quiet. Some of them are also recreation visitors, so they recognize that value. In original work with neighbors, it appeared the majority opinion was not to push anyone off, but to create a plan

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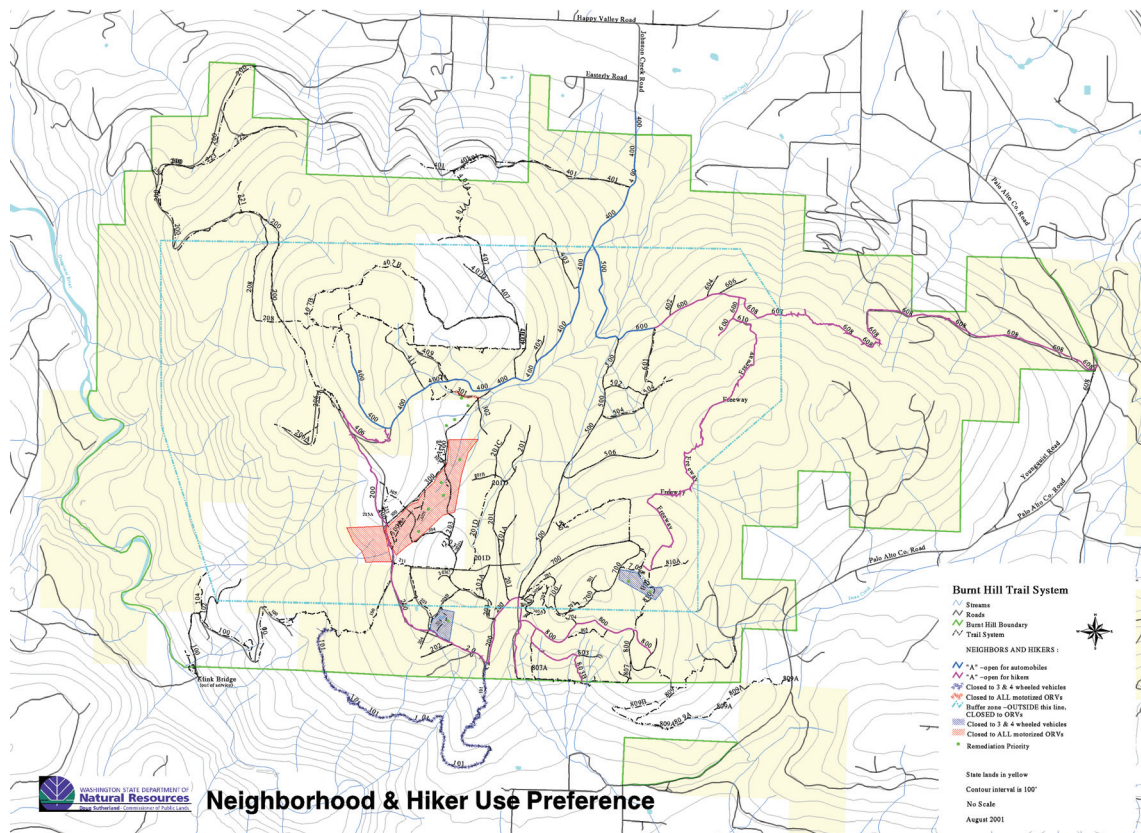
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that meets all these needs.

The neighbors want to limit noise, traffic, trespass, and visual impacts. At the very least, that means for these elements to remain stable. They also don't want elk habitat destroyed. At the same time, they want to keep the area open to general access for recreation. (For mapped road and trail preferences, see "Hikers" below.)

The neighbor representatives proposed a 1/4-mile buffer to help protect against visual and noise impacts. They feel this may need more attention in an actual plan proposal, since it may not be adequate distance in some areas, particularly parking areas. They see a potential for increased ORV use and more passenger vehicles, which could increase traffic and noise, particularly on Palo Alto and Happy Valley roads.

The preliminary planning ideas within the focus group will not be acceptable to the neighbor representatives until they can see there is a mechanism to limit the total number of motorized vehicles using the area at the same time (e.g., events), and that there is effective education and enforcement.



Hiker Use Preference

The hikers feel their use is less controversial, since it's lighter impact. More hikers would probably have been using the area if it had not been for all the garbage dumping, that was

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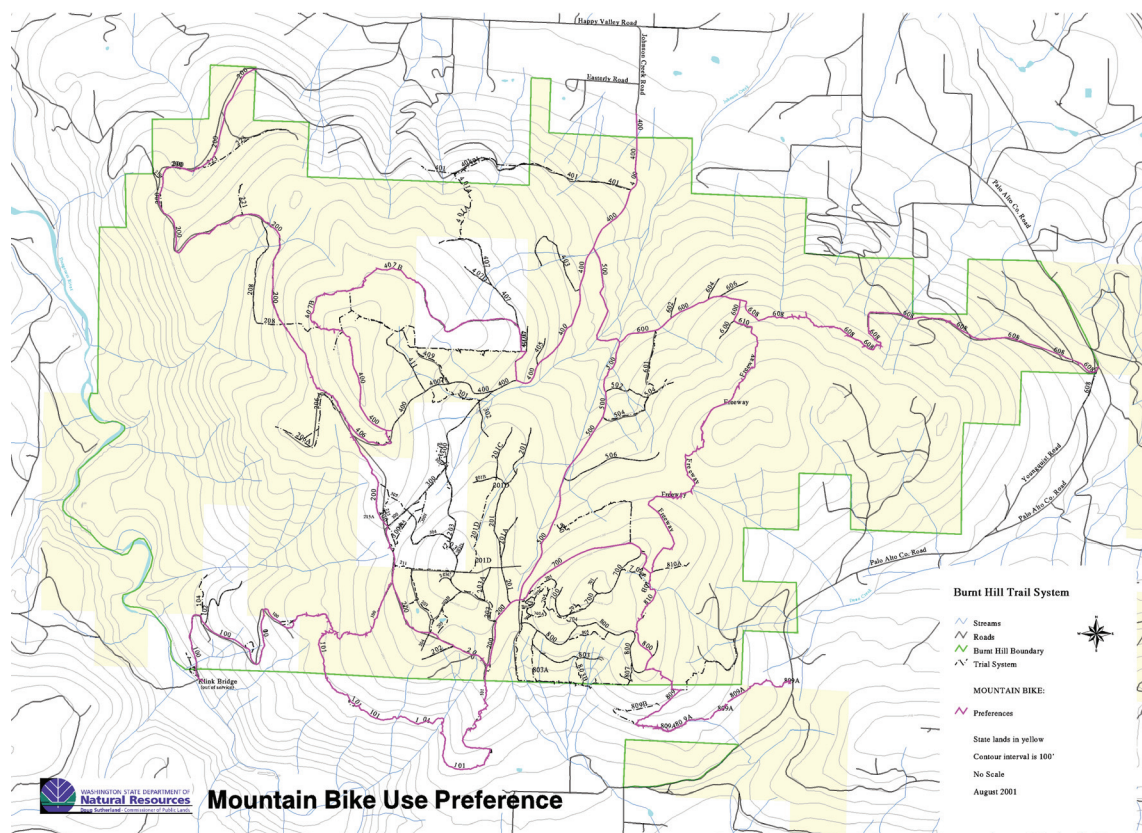
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occurring while Burnt Hill use was unmanaged. The experience most hikers want is for vistas mixed with woodlands, and a solid trail without mud.

Hikers and neighbors identified almost six miles of maintained road they would like to see kept open to passenger vehicle traffic, and a little over eight miles of road as trail and trails for hiker and neighbor use. Their map also shows areas they'd like to see closed to motorized use. All these roads and trails are currently multi-use. The multi-use compatibility needs to be examined more closely and individual trail use sorted out for the final plan. They are interested in connecting the three hilltops (for views).

The hikers have identified the areas they use most, and the specific trail segments they see as most desired for continued "hiker-friendliness". However, this was based on limited input, so the representative suggests trying to retain "hiker friendly" trails in all three major areas on the hill. "Hiker friendly" would mean the trail is firm, with reasonably even footing, has pleasant scenery (vistas and flora/fauna), and a reasonable pitch to the trail; the trail would not be deeply rutted or gulled, or muddy.

Mountain Bike Use Preference



Mountain bikers like views and loops that can be ridden in three to five hours. Burnt Hill provides lots of these. Trails that are close and tight are most fun for experienced riders. Some

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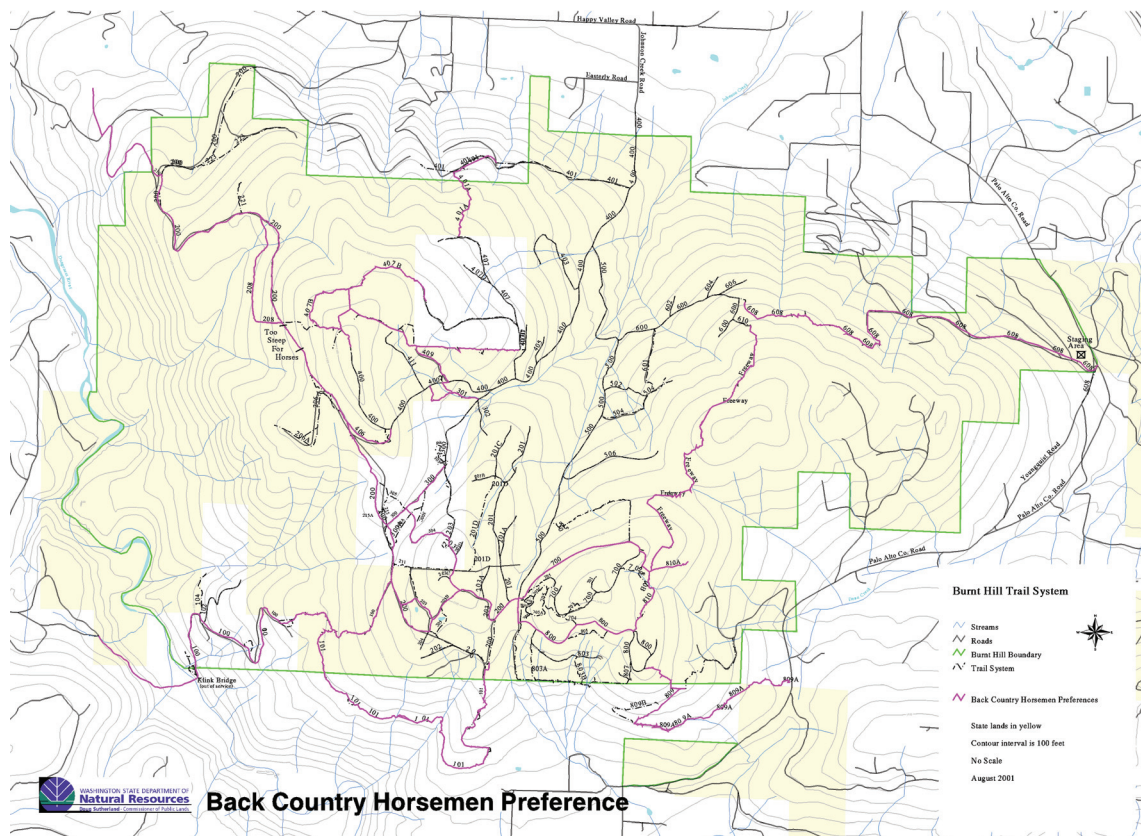
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of the riders like to ride down the motorcycle trails. The mountain bike riders used to access private land, but that is no longer allowed.

The mountain bike preferences emphasize trail 407B, Klink Bridge, Freeway trail, and they would like better access through Palo Alto. Just over 21 miles of road and trails were identified as mountain bike preference.

This group, like the others, also feels “eyes watching” will be important for enforcing the final plan, and that education of peer groups can help.

Horse Use Preference



Backcountry Horsemen consider their use to be low-impact, second only to hikers. They look for trails close to town. They also require parking. Approximately one acre would be desirable. Their use is generally single riders, and they usually stay on the trails. They have about one group “ride” a year, which averages about 15 riders. The Discovery Trail is good for horse riding, but Burnt Hill offers a more mountain-like experience.

The horse rider preference map identifies approximately 16 miles of existing roads and trails. The map also shows their preferred parking area.

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Appendix B: Public Outreach and Focus Group Meetings

<i>Date</i>	<i>Description</i>
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1999

10/27/1999	Public Open House
11/18/1999	Focus Group Meeting
12/02/1999	Focus Group Meeting

2000

02/03/2000	Focus Group Meeting
02/07/2001	Public Open House
02/24/2000	Focus Group Meeting
03/02/2000	Focus Group Meeting
03/23/2000	Focus Group Meeting
04/08/2000	Focus Group Meeting
04/20/2000	Focus Group Meeting
05/04/2000	Focus Group Meeting
06/01/2000	Focus Group Meeting
07/06/2000	Focus Group Meeting
08/03/2000	Focus Group Meeting
09/14/2000	Focus Group Meeting

2001

02/06/2001	Public Open House
03/01/2001	Focus Group Meeting
04/05/2001	Focus Group Meeting
05/03/2001	Focus Group Meeting
06/07/2001	Focus Group Meeting
07/12/2001	Focus Group Meeting
09/20/2001	Focus Group Meeting
10/04/2001	Focus Group Meeting
11/14/2001	Sequim Elk Herd Management, a technical advisory group - later becomes the Dungeness Elk Working Team (DEWT)
12/06/2001	Focus Group Meeting

2002

01/17/2002	Focus Group Meeting
02/07/2002	Focus Group Meeting
03/07/2002	Focus Group Meeting
04/11/2002	Focus Group Meeting
06/06/2002	Focus Group Meeting
08/02/2002	Focus Group Meeting
10/03/2002	Focus Group Meeting

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Date

Description

11/07/2002

Focus Group Meeting

12/05/2002

Focus Group Meeting

2004

05/06/2004

Focus Group Meeting

06/02/2004

Focus Group Meeting

07/07/2004

Focus Group Meeting

08/05/2004

Focus Group Meeting

10/07/2004

Focus Group Meeting

10/20/2004

Neighborhood Meeting, Carrie Blake Park

11/07/2004

Focus Group Meeting

12/02/2004

Focus Group Meeting

2005

01/06/2005

Focus Group Meeting

01/20/2005

Dungeness Audubon Society

02/10/2005

DEWT

02/17/2005

Alliance for Recreation and Conservation (ARC)

03/03/2005

Focus Group Meeting

05/05/2005

Focus Group Meeting

06/30/2005

ARC Meeting, Overview of the Burnt Hill recreation plan

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Appendix C: Focus Group Recommendations

The Burnt Hill groups came to better understand each other's interests, needs and the types of experiences they value. On October 5, 2000, the Burnt Hill Focus Group agreed on the following recommendations, based on the information they had reviewed and discussed at the time.

- What we have is valuable to all of us
- Get rid of the garbage
- Control noxious weeds
- Protect the wildlife habitat, particularly the meadows and wetlands
- Need to address trail maintenance; there also needs to be a commitment to maintenance by focus group members
- Remediation and maintenance needs to occur in ditches and wetlands
- Respect private property
- Manage what we have there now
- An education component is needed
- Signs are needed for trails (allowed use, etc.) and general rules and information
- Agree to address and define parking area(s), including location and size

Based on all the inventory work and site visits, the focus group members also agreed in April 2002 on a basic synthesis product. There are five elements:

- A ¼-mile noise and visual buffer along the outer boundary of the planning area
- Elk travel corridor to and from elk calving areas on the west side of Burnt Hill
- Consider potential traffic patterns related to trail and parking area locations that could emerge with use, and how these relate to neighborhoods and county road capacity
- Protection of the two different wetland areas in the southern part of the planning area
- River and riparian areas, and unstable slopes (as related to locations for any potential new trails; existing trails were not impinging on these areas)

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Appendix D: Education and Enforcement Information

In a one-year grant, IAC NOVA funded two eight-month Trail Wardens for the DNR's Olympic Region. These field-based positions are funded from April 1, 2005 to March 30, 2006, and will be used in both Clallam and Jefferson counties to build a volunteer based education program, strengthen networks for enforcement activities and to collect visitor data. DNR is in the process of seeking a second year's funding from April 1 - December 31, 2006. If successful, we will be on track to apply for a two-year grant from January 2007 to December 2008, and two-year grants thereafter.

Trail Wardens typically will be working from Wednesday through Sunday. It is anticipated that two weekends per month both Wardens will be working from approximately Blyn (east of Sequim) to the Sadie Creek area (west of Joyce). Generally they will be working together, but they can and will work separately depending on the situation. The other weekends one warden will travel into the Forks area to assist the Natural Resources Investigator as needed. This warden will also complete checks of campgrounds and begin to inventory ORV use on the west side of the counties.

It is anticipated that 25 percent of the grant-funded time will be spent in the Burnt Hill area. This will be allowed to fluctuate as needed and is anticipated to be higher on the front-end of this program and become less as the education of recreational visitors of the area begins to have an effect.

In conjunction with the Olympic Region's NRI, these trail wardens will interact with the Clallam County Sheriff's Department as needed. We anticipate some cross-training and special emphasis patrols/projects will take place.

The education and enforcement program for all recreation visitors in the Burnt Hill area has long been a priority of the focus group. Loss of this program could undermine the support of the focus group. Closures of trails and other facilities in the Olympic Region also could result from a loss of this program, but without the personnel to enforce the enclosures.

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Appendix E: Estimates of Population by Recreation Type

Two studies have been used to get a broad-stroke understanding of the possible recreation visitors in the service area. These two studies, one on a statewide level and one on a local level, have been used to augment the experienced insight and understanding of field staff. For reference there is also a third statewide study included. These particular studies were chosen because they each consider motorized recreation and non-motorized recreation simultaneously in an integrated manner.

Since these studies mostly speak in terms of percent population, some rough population numbers were gathered. The population numbers used are from the communities in the service area for which the Office of Financial Management (OFM) has published the 2000 census numbers. In 2000, the US Census counted 18,397 people in Port Angeles, 8,334 in Port Townsend, and 4,334 in Sequim, meaning that there are well over 31,000 people in the service area (OFM at <http://www.ofm.wa.gov/pop/april1/finalpop2004.xls>).

In An Assessment of Outdoor Recreation in Washington State: A State Comprehensive Outdoor Recreation Planning (SCORP) Document 2002-2007, prepared by the Interagency Committee for Outdoor Recreation, it is stated that the following percentages of the Washington State population participate in the general recreation categories below.

Recreation Enjoyed by Washington Residents	
Recreation Category	State Population
Walking/ Hiking	53.0%
Outdoor team and individual sports	44.8%
Nature Activities	43.0%
Sightseeing	23.0%
Bicycle Riding	21.0%
Indoor	20.5%
Picnicking	20.0%
Water Activities	19.0%
Snow/ice Activities	18.0%
Fishing	13.0%
Camping	13.0%
Off-Road Vehicles	8.9%
Hunting/Shooting	6.1%
Equestrian Activities	3.0%
Air Activities	1.7%

Recreation in Washington State as reported in the SCORP.

Based on this information, one may estimate that there are at least 2,760 people in the service

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area that use off-road vehicles (8.9% of 31,000)¹⁰. Yet, it is the sense of field personnel that the current number of off-road vehicle users in the Burnt Hill planning area is approximately 1/3 of that number.

In addition to looking at the SCORP to get a sense of statewide averages, it is also important to consider the findings of the local survey. In the survey, prepared by the Peninsula College in Port Angeles, WA, it is stated that the following percentages of those in the survey study area identify the general recreation categories below as their primary activity choice for this location.

Burnt Hill Recreation Enjoyed by those in the Study Area	
Recreation Category	Study Area Population
Hiking	34%
Wildlife Viewing	11%
Motorcycle Riding	11%
Target Shooting	7%
Hunting	7%
Horseback Riding	7%
4x4	6%
Camping	4%
Mountain Biking	2%
Jogging	<1%
Other	11%

Recreation in the study area as reported by Peninsula College.

ORV use as a primary activity choice of visitors here appears to be nearly two times greater than one might guess from the statewide average of recreation activities enjoyed. Similarly, horseback riding appears to be two or more times greater. Hiking, though still a primary activity choice for many visitors, appears to be less than one may assume based on the statewide average. Similarly, mountain biking appears to be lower.

It is the sense of field personnel that primary recreation types on Burnt Hill in 2005 are consistent with the findings of the college survey shown above.

In a preliminary review of this plan the focus group expressed that it was important to recognize that there is no one study that perfectly reflects recreation. Therefore, the findings of the Washington State Nonhighway and Off-road Vehicle Activities Fuel Use Survey prepared for the Interagency Committee for Outdoor Recreation by Herbert Research, Inc., 2003, are shown below.

¹⁰ Similarly, it can be estimated that there are at least 6,510 people in the service area bicycle riding (21.0% of 31,000), 930 people partaking in equestrian activities, 16,430 walking/ hiking, etc.

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Recreation Enjoyed by Washington Residents who own Vehicles ¹¹	
Recreation Category	Population
Hiking	26.6%
Off-road use (ORV)	12.1%
Cross-country skiing	8.5%
Mountain biking	6.7%
Snowmobiling	2.1%
Equestrian	3.8%
Other	42.0%

Recreation by vehicle owners in Washington State as reported for NOVA.

This study shows the statewide interest in ORV use to be higher than was shown in the IAC study first described, and the comparison between this statewide study and the local study would indicate that interest in ORV use in the area still is greater than the general statewide interest. Comparisons like this can go on being made, but the IAC SCORP will continue to be relied upon for the statewide perspective because it included the broadest selection of recreation types, and respondents were not limited to vehicle owners. Further, as stated previously, field personnel are those who have the clearest picture of recreation on Burnt Hill, and it is the understanding of field personnel that the Peninsula College survey, though imperfect, most closely reflects the current recreational activities on Burnt Hill.

¹¹ This study included owners of passenger cars, SUVs, pickup trucks, street licensed motorcycles and mopeds, motor homes, and ORVs including all-terrain vehicles, non-street legal four-wheel drive vehicles, dirt bikes, etc.

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Appendix F: Parking Assessment Methodology and Findings

The main access into the Burnt Hill block is via the Johnson Creek Road. Recreational visitors also gain some access through a combination of un-designated trails and old road grades. Through the implementation of this plan, un-designated opportunities for access will be reduced or eliminated. As a part of this plan a parking assessment was conducted. The methodology and findings follow.

Goals:

- Estimate the number of vehicles to support existing use
- Recommend preferred location(s)

Constraints:

- Parking will accommodate existing use levels
- Parking will be close to trails
- Parking will have minimal impact on natural and ecological resources

Methods:

- Assess current use based on the SCORP and local population statistics
- Assess current use based on counters
- Obtain input from the focus group regarding current existing parking patterns
- Obtain input from the focus group regarding optional areas to formalize parking
- Conduct site assessments to evaluate optional areas for formalized parking, including assessing any impacts to natural or ecological resources, and traffic pattern changes
- Analyze information gathered to recommend possible locations and possible parking amount ranges

Results:

Assessed current use based on the SCORP and local population statistics

EST # People in Service Area	SCORP Recreation Type
2,760	ORV
6,510	BICYCLIST
930	HORSE
16,430	HIKER
Totals and Estimates	
26,630	ppl per year (est total)
2,219	ppl per month (est average)
74	ppl per day (est average)
37	vehicles per day (est average) *

*Note: The Peninsula College survey indicated that people tended to travel in pairs; 74 people traveling in pairs would be using 37 vehicles.

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Assessed current use based on counters

In order to better understand traffic patterns on Burnt Hill, DNR is using trail and road traffic counters. Initial counts were made in Dec 2004-Jan 2005, and resumed in May 2005. Use counts will be an ongoing project. By collecting data over time, a more accurate reflection of seasonal, weekly and daily use patterns will be gained. Although data collection is just in its beginning stages, and more counts are needed in order to gain a reliable picture, we can begin to draw some preliminary conclusions.

Trail Counter Findings:

Within the study period, 0 to 21 counts a day on a trail is common, with 10 being the median count. Further, approximately once a week during the month of June there were nearly 40 counts. Each count is one trip through the counter, not round trips. These counts happened during daytime hours, and showed early afternoon activity as common. Therefore, this early data could be interpreted as 0 to 10 visitors in a typical summer day, occasionally with as many as 20 visitors (+/- 7) in a day, and with as many as two round trips through a given point on a trail.

Internal Road Counter Findings:

During the study period, counts on the main roads within Burnt Hill show 56 as the median and 93 as the mean counts per day, with a lot of variability from one day to the next. However, when looking at the timing of the road counts, it was found that the hours between 8 PM and 8 AM account for approximately 40% of the use. While a portion of this use is legitimate, the timing pattern suggests activities such as nighttime parties, garbage dumping, and other illegal or nuisance behaviors. These activities are a source of concern for DNR as a land management agency, as well as for legitimate recreation visitors and neighboring landowners. To help control illegal activities, DNR is moving Burnt Hill into a day-use only status.

Obtained input from the focus group regarding current existing parking patterns

The focus group reported the following parking patterns:

Location	Est Number
Easterly	11
Johnson Ck Landing	3
400-500 Johnson Ck Junction	5
Helter Skelter Pit	2
West Knob	4
Party Spot	10
Palo Alto/Yundquist	2
Above Lester	0
Back End	0
Est Total	37

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Obtained input from the focus group regarding optional areas to formalize parking

The focus group identified the following possible locations for parking:

Location Options	Reported Pros	Reported Cons
<i>Bell View Landing</i>	year-round access close to main roads most come in there good for trailers	no motorcycle trails close to housing may project noise
<i>400-500 Johnson Ck Jntr</i>	possibly an easy pull-thru further from housing less noise	too steep for trailers no trails
<i>Truck N Trailer</i>	best for horses may reduce HV* traffic	all of 1700 no 4WD trails may increase PA* traffic
<i>1700</i>	good for trailers close to 4WD may reduce 4WD impacts elsewhere may reduce HV traffic	no trails may project noise far from main roads may increase PA traffic
<i>West Knob</i>	best view on hill place to park and walk as hiker	too steep for trailers don't want motorized there
<i>4-Corners</i>	near trails large crossroads	at headwaters of Johnson Ck further damage eco resources too steep for trailers far from main roads
* HV = Happy Valley Road		* PA = Palo Alto Road

Conducted site assessments to evaluate optional areas for formalized parking, including assessing any impacts to natural or ecological resources, and traffic pattern changes

A DNR parks planner and a DNR land manager conducted site analyses and concluded:

Location Options	Comments
<i>Bell View Landing</i>	this appears the best location overall, allowing for year-round access for all current visitor types without changing current traffic patterns an off-loading ramp for ORVs could also be provided here possible capacity, depending on design, 35+/-
<i>400-500 Johnson Ck Jntr</i>	not viable due to drainage issues and, nearby parking will need to be eliminated - probably with rip rap barrier
<i>Truck N Trailer</i>	parking for trucks pulling horse trailers could easily be provided here but this location may change traffic patterns possible capacity, depending on design, 6+/-
<i>1700</i>	not viable for multiple reasons including, far from main road, too steep for trailers, no trails nearby, may change current traffic patterns

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Location Options	Comments
West Knob	this area is one of Burnt Hill's greatest amenities - a view - and could provide limited parking for access to this amenity - ideal for hikers but the waterbars on the road up there need to be significantly modified/ fixed possible capacity, depending on design, 6+/-
4-Corners	headwaters to Johnson Ck a significant issue, but if carefully handled limited parking could be provided away from the wetlands regardless, wetland protection needs to occur with a 50' planted buffer, further cordoned off with rip-rap barrier possible capacity, depending on design, 6+/-

Analyzed information gathered to recommend possible locations and possible parking amount ranges

DNR Location Recommendation:

The best location was found to be Bell View Landing, as it allows for year-round access for all current visitor types without changing the existing traffic patterns. This location is also close to trails, and will have minimal impact on natural and ecological resources.

DNR Amount Recommendation:

At this point it is reasonable to estimate that approximately 25 vehicles will need to be accommodated. The SCORP used in combination with the population estimates from the year 2000 indicates that a reasonable estimate of visitors to be accommodated is 74 people per day. Since the Peninsula College survey found that visitors often traveled in pairs, parking for 37 vehicles would be needed. Notably, the focus group had estimated that 37 unofficial parking spaces already exist on Burnt Hill. However, some early data from trail counts suggests that on a heavy-use day there may be approximately 20 (+/- 7) visitors, which is less than the estimated 74 people. If these visitors were two per vehicle, that would mean parking for about 14 vehicles. Further, the early data from internal road counts shows an average of 56 visitors a day, with about 40 percent coming at night. Therefore, 60 percent (daytime usage) of this 56 yields approximately 34 daytime visitors, with parking then needed for about 17 vehicles. The trail count data and the internal road count data, though preliminary, seem to roughly correlate – just as the information from the focus group and the SCORP data seem to correlate. Based on all the information gathered and reviewed, DNR recommends approximately 25 vehicles be accommodated at the trailhead.

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Appendix G: Volunteer Organizations and Hours

As of Spring 2005, the Burnt Hill Focus Group has volunteered approximately 2500 hours including, for example, participation in a two-day meadow restoration project.

With guidance from the Clallam County Noxious Weed Coordinator, knapweed control has been implemented by the Backcountry Horsemen. In 2002, 272 hours were volunteered. In 2003, 75.5 hours were volunteered. In 2004, 234 hours were volunteered. Prior to 2005, total volunteer time from Backcountry Horsemen for knapweed control has been 679.5 hours.

Dungeness Elk Management Team has volunteered 456 hours for Rocky Mountain Elk Foundation forage projects.

Focus group members and other local residents were invited to participate as Forest Watch volunteers, and offered Forest Watch Volunteer training. Several people participated in the training in October 2001, and all were signed up as Forest Watch Volunteers.

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Appendix H: Adoption Agreements

A citizen-at-large representing ORV/ATV interests has committed to co-signing an adopt-a-trail agreement that would cover trails located on Burnt Hill.

A representative of the Olympic Peninsula Motorcycle Club and ORV/ATV interests has committed to co-signing an adopt-a-trail agreement that would cover trails located on Burnt Hill.

A representative of ORV/ATV interests has supported signing adopt-a-trail agreements for trails on Burnt Hill – pending final commitment.

A representative of the Backcountry Horsemen has supported signing adopt-a-trail agreements for trails on Burnt Hill – pending final commitment.

A representative of four-wheel drive interests on Burnt Hill has agreed to the signature of adopt-a-trail agreements, either by local clubs (Just Jeep Junkies/Mud Toys) or by the statewide group the Pacific Northwest Four-wheel Drive Association.

A representative of mountain bike interests has supported signing adopt-a-trail agreements for trails on Burnt Hill – pending final commitment.